WRIGHT-Ealph Edmonds Wright, infant on of Earl and Margaret Wright, Died Feb. 3, 1896; born Aug. 23, 1895. Funeral Tuesday at 2 p. m. from residence, 71 Madison avenue.

LOST-Near New York and Capitol avenue, small cape. Reward. Return to 651/2 Indi-

STRAYED OR STOLEN. STRAYED OR STOLEN-Two horses-One bay, six years, weight 1,200 pounds; one brown, weight 1,000 pounds. Any informa-tion. Reward. 19 Indiana avenue.

WANTED-AGENTS. WANTED-AGENTS-Hambletonian Cigar,

WANTED-Agent to sell an article to salcon-keepers. Ready seller. Big money to a hustler. N. S. BUSH, 115 North Illinois street, Indianapolis, Ind.

WANTED-MISCELLANEOUS. WANTED-Furnished room wanted; two gentlemen; \$5 monthly; any location. H. E., care Journal.

WANTED-An idea. Write John Wedderburn & Co., patent attorneys, Washington, D. C., for their \$1,800 prize offered to SITUATION WANTED—By man and wife (colored); good cook and general house worker. References. Address PLOW-

DEN, 128 West Vermont street FOR SALE.

FOR SALE-Hambietonian Cigar, 10 cents.

FINANCIAL. FINANCIAL-Hambletonian Cigar, 10 cents. LOANS-Money on mortgages. SAYLES, 75 East Market street.

FINANCIAL-Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building. LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market

MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market

FINANCIAL-Active and experienced busiinvest \$10,000 to \$20,000 and services in legitimate manufacturing or jobbing business bearing closest scrutiny. State na-ture of business. Address A. B. M., care

FINANCIAL-Wheat is booming and is the cheapest speculative commodity in the world to-day; anyone who has a dollar to spare should buy it; trade through a responsible house and get reliable informa-tion by sending for our large Red Book, containing all the necessary information to enable anyone to handle their investments intelligently; also our daily market bulletin, which suggests when and what to buy. Both free. STANSELL & CO., Bankers and Brokers, 43 Traders' Building, Chicago.

BUSINESS CHANCE. A GREAT OPPORTUNITY-For sale, at Findlay, O., a good muck and 10-inch-bar iron mills in good condition, with an ex-tensive natural gas plant, which, it is be-lieved, will furnish fuel for quite a number of years at a very cheap rate.

also, at the same place and connected with the gas plant, is an extensive chain works, with forty hammers, as many fires and all other tools and machinery necessary for the manufacture of all kinds of chains, with good engines, boilers, etc. The property will be sold at a great bargain, with one-third down and balance in one and two years, with interest at 6 per cent. The chain works is valuable to use where it is or to move into more extensive gas fields for which latter purpose it can e sold at great advantage to the pur-

If not sold sooner at private sale, will all be sold at assignee's sale at Findlay, Feb. 11 next, at 3 o'clock p. m. Inquire of M. B. GARY, Assignee, Cleveland, O.

NOTICE. NOTICE-To the Republicans of Warren township: You are earnestly requested to meet at the Commercial Club rooms (over Shank's meat store), Irvington, Ind., on Wednesday evening at 8 p. m. for the purpose of organizing a Republican club for the township. All Republicans should be present. By order of committee.

GEORGE W. GALVIN. WILLIAM HAYMAKER. SAMUEL C. SHANK. FRANK ELSTUN. WILL M'VEY.

ANNOUNCEMENTS. ANNOUNCEMENT-How to become lawful physicians, Course by mail, ILL HEALTH UNIVERSITY, Chicago.

MISCELLANEOUS. MISCELLANEOUS-Hambletonian Cigar, 10

LEGAL ADVERTISEMENTS. In the Circuit Court of Marion county, Indiana. January term, 1896. Christian F. H. Waterman, administrator of estate of Henry Aumann, deceased, vs. Christian Aumann et al.

Probate cause No. 1826. To Christian Aumann and --- Aumann, his wife: You are severally hereby notified that the above named petitioner, as administrator of the estate aforesaid has filed in the Circuit Court of Marion county, Indiana, a petition, making you defendants thereto, and praying therein for an order and decree of said court authorizing the sale of certain real estate belonging to the estate of said decedent, and in said petition described, to make assets for the payment of debts and liabilities of said estate; and has also filed an affidavit averring therein that you and each of you are nonresidents of the State of Indiana, or that your residence is unknown, and that you are necessary parties to said proceedings, and that said petition, so filed and which is now pending, is set for hearing in said Circuit Court at the courthouse in Indianapolis, Indiana, on the 9th day of March, 1896.

this 1st day of February, 1896.

JAMES W. FESLER, Witness the clerk and seal of said court, Clerk Marion Circuit Court. Carter & Brown, Attorneys.

RECEIVER'S SALE.

Notice is hereby given that the undersigned, receiver of the Chicago, Indiana & Eastern Railway Company, will, at the said company's depot in the town of Fairmount, Grant county, Indiana, on SATURDAY, FEB. 8TH, 1896,

at 10 o'clock a. m., sell at public sale, for cash, the following described personal prop-erty belonging to said company, to wit: One engine.

Two coaches. One combination car. Five flat cars.

GEORGE SWEETSER,

DAILY VITAL STATISTICS-FEB. 3. Deaths. John Beechum, thirty-seven years, 309 East Court street, ulceration of stomach. Mary E. Stevens, thirty-two years, 462

Archer street, consumption.
Infant Waldron, one day, North Pennsylvania street, inanition. Myrtle Bowen, fourteen years, 130 Elizaeth street, apoplexy. Ralph Crosley, eighteen months, 36 Dorman street, fever.

Ellen Callahan, sixty-two years, Caldwell street, bronchitis.

ie Lewis, seventeen years, 143 Dunlap Charles Dessalemy, seventy-five years, Lit-tle Sisters of the Poor, senile debility. Walter Gowdy, four years, 36 Rhode Island street, meningitis.

Florence Carr, nineteen years, 12 Gilliard Daniel Cook, forty-one years, Woodside, Wilhelmina Kritsch, eighty years, 92 Kan-

Births. James and Minnie Dissler, 2 Detroit ave-George and Annie Whitney, 383 Indiana William J. and Eva Ferguson, 334 West Washington street, boy. William L. and Pearl Alderson, 542 West Washington street, boy.

John and Mary Waldron, North Pennsyl-John W. and Mrs. Wilson, city, boy.

Marriage Licenses. William H. McFadden and Mary J. At Thomas J. Beisel and Emma F. Miller. Edward Turner and Minnie Wolfred.

Building Permits. John Steinmetz, two frame dwellings, Hosrook street, \$1,500. Mary Ward, addition to frame house, 23 ister street, \$100.

NOT A C., H. & D. LINE

MR. PEIRCE TO CONTINUE GENERAL MANAGER OF THE L., D. & W.

Opposition Developing Toward the Joint Traffle Association-A Trunk Line Said to Have Weakened.

When the Woodford syndicate purchased the controlling stock of the Indiana, Decatur & Western it was contemplated that on the 1st of February the Cincinnati, Hamilton & Dayton company would take full control of the property, but last week M. D. Woodford, president of both companies, addressed a letter to R. B. F. Peirce, who has been general manager of the Indiana, Decatur & Western for several years, complimenting him on the manner in which he had handled the property, stating that they had decided to request him to continue as general manager indefinitely, and Mr. Peirce has consented to do so. Mr. Woodford states that a wrong impression is prevalent regarding the Indiana, Decatur & Western being now a part of the Cincinnati, Hamilton & Dayton. It is not. The road is owned by Messrs. Woodford, Shoemaker and Taylor, all of whom are directors, however, in the Cincinnati, Hamilton & Dayton. While the Indiana, Decatur & Western is to be operated more closely with the Cincinnati, Hamilton & Dayton lines, it is not now a part of the system, but likely will be after extensions to the ine have been made and its affairs become more settled. There is no question, says one well informed, as to it being the intention of the Woodford syndicate to extend the Indiana, Decatur & Western, and in due time make it a part of the Cincinnati, Ham-

Carrying the Business at Full Rates. The Journal has the best of authority for saying that every pound of freight which the Toledo, St. Louis & Kansas City takes out of St. Louis is carried at full rates, ness man (German), prime of life, would | and the road, at full rates, last week carried 29 per cent, of the business. It has simply resolved itself into the conditions of a fight between shippers who are opposed to the Joint Traffic Association and are using the Toledo, St. Louis & Kansas City as a club to break up the association. So long as the road carries the business at full rates and pays its connections east of Toledo on east-bound business its full percentage of the rate Chairman Blanchard cannot stop the St. Louis shippers from using the To-ledo, St. Louis & Kansas City, and on the same terms as do the other Western connections. The shippers take the position, it is stated, that they prefer uniform rates and that roads live up to them, but they are confident, should the Joint Traffic Association carry out its purpose, rates would be considerably advanced. That the situation s becoming interesting, and that the Toledo, St. Louis & Kansas City is getting a good deal of advertising through the fight now on, is very evident.

Ruling on G. A. R. Tickets. Chairman Caldwell, of the Western Passenger Association, has refused the application of the Great Western to make a thirty-day limit on its tickets for the G. A. R. encampment at St. Paul. The denial of the request was a foregone conclusion, the road only making it so that it would be able to appeal from the decision of the chairman and make the extension in accordance with the provisions of the association agreement, no matter what the other lines in the association may do. It will now give formal notice of its intention, and, if the encampment is held at St. Paul, it will put the tickets on the market. No other road in the association will make the extension; not, at least, at present. They seem inclined to let the matter drift without action of any kind until after the next meeting of the

Trunk Line Said to Have Weakened. Yesterday, among the higher freight officials of the freight departments, there was a good deal of excitement over a rumor that one of the trunk lines had been promised by a number of shippers who are acting together a large amount of business should the line in question make certain concessions, and so well is it known that these shippers have made certain propositions to this trunk line that, should the business begin to move over it, it will be taken as ample evidence that the line had yielded. "Should this prove true, it means," said a leading freight official yesterday, "a general disturbance in the Joint Traffic Association," and he fears it would end in a

executive committee of the Grand Army,

The C. & S. E. Roundhouse. A dispatch from Carbon, Ind., last night, says: "A proposition will be made in a few days by the Chicago & Southeastern Railway Company to locate its roundhouse and shops here. The same proposition was made Brazil some time ago, but the citizens of that place defeated the appropriation last Thursday by an overwhelming majority. The company now says that Carbon is a much better point to locate the shops than Bra-

greater demoralization in rates than exist-

ed before its formation.

pally, is shipped from here, and there is very little for the road south of this place. Carbon wants the shops, and if a liberal proposition is made will likely accept." A Big Contract. The Lake Erie & Western has secured a contract to haul one hundred carloads a day of coke which comes from coke ovens on the Norfolk & Western. The Ohio Southern turns it over to the Lake Erie & Western at Lima, and the Lake Erle & Western hauls it to Hoopeston, and there turns it over to the Calumet & Blue Island, thus getting a haul of 214 miles. In years past

per cent, of this business, and it now gets he bulk of it, which will form an important item in the road's business. Personal, Local and General Notes. George Frey yesterday turned .... ticketscalping offices in this city over to Slatts

Oscar Murray, who soon goes to the Baltimore & Ohio, has returned from New York and was in Cincinnati yesterday. On Feb. 1 J. N. Faithorn assumed the duties of vice president and general manager of the Wisconsin & Michigan. William Buchanan, superintendent of motive power of the New York Central, who was thought to be fatally ill, is better. U. L. Truitt, Northwestern passenger agent of the Chesapeake & Ohio, with headquarters at Chicago, is in the city. The immigrant clearing house is to be placed under the supervision of the Joint Praffic Association, it is stated, in the near

Arthur M. Parent yesterday became general manager of the Pullman car works, at Pullman, vice Harvey Middleton, re-

Since Feb. 1 all local tickets sold by the Illinois Central are limited to one day after date of sale, to protect the road against The Big Four handled on its lines in January 459,524 passengers, against 445,419 in the corresponding month of 1895, an increase this year of 14,105.

East-bound shipments from Chicago last week were 79,362 tons, against 77,704 for the preceding week and 54,256 for the corresponding week of last year. In December, there were, on the railways of the United States, 157 accidents, in which

forty-eight persons were killed and 190 injured, largely train employes. The United States Investor says it will require \$12,000,000 to pay off the Baltimore & Ohio's floating debt and improve its physical condition to standard. In the month of January there were han-

dled on the Big Four system 134,222 loaded cars, against 126,876 in January, 1895, an increase this year of 7,446 cars. Barney, Smith & Co. have received an order to build eight sleeping cars and four postal cars for the Great Northern, which operates its own sleeping-car lines. The Wagner palace car works, last week, delivered to President Caldwell, of the Lake shore, a new private car, which is said to be a very handsome piece of rolling stock. The stockholders of the Belt Road and Stock Yards Company will hold their annual meeting to-day. There will be some

changes in the directory, but none in the The Pennsylvania Company has given orders that six passenger engines he built at the shops in Juniata, of the same type of the one which recently hauled seven 25 cts. Sold only in boxes.

Can be had for Coughs and Colds, or any trouble of the Throat, than "Brown's Bronchial Troches." Price Then flashed a hundred engines' arms, then flew the lightning trains:

cars ninety miles in eighty-four minutes. These engines are to be used in hauling trains between Philadelphia and Jersey

The engines of the Northwestern railway of England are valued at \$20,000,000. To maintain this value an old engine is withdrawn every five days and replaced with a new

authority of W. P. Walker, freight traffic manager of the Chesapeake & Ohio, over the Big Four lines as well. It is stated that General Manager Hays,

of the Grand Trunk, has discovered irregu-larities which will lead to sweeping changes in some departments, where there have been no changes for thirty years. Newton E. Alexander, who, for six years, has been general yardmaster of the Pitts-

more lucrative position, it is stated, on the Lake Erie & Western lines. J. M. McConnell, late local passenger agent of the Wabash at Lafayette, has been appointed traveling passenger agent of the Louisville, New Albany & Chicago, with headquarters at Lafayette.

There is reliable authority for stating that

the traffic department of the Baltimore &

Ohio Southwestern, which, a few years ago, was removed from Cincinnati to St. Louis, is to be moved back to Cincinnati. M. M. Richey, general superintendent of the Calumet & Blue Island and its extensive terminals, is in the city. This company has in its side and switching track system two hundred miles of tracks. C. A. Barnard, general freight agent of the

Cleveland, Akron & Columbus (a Brice line),

has resigned, effective Feb. 15. He goes to the

and will have the same title as now on the C., S. & C. The authority of the board of managers of the Joint Traffic Association, it is stated, has already been personally felt by sev-eral traffic officials who have unsuccessfully applied for permission to make a

special rate. One fare for the round trip has been agreed upon by Western lines as the rate to apply on business in connection with the Baptist anniversaries to be held in Portbeen agreed upon.

ilton & Dayton system. The operating de-partment will be continued at Indianapolis, A very handsome private car is building for the use of R. B. F. Peirce, as receiver with George Graves as general superinof the Toledo, St. Louis & Kansas City road. tendent. The auditors and the accounting department have already been removed to appointed receiver of that road.

> George Miller, division superintendent of the Wagner Palace-car Company at Cleveland, O., George Edwards, division superintendent at St. Louis, and C. Lenora, superintendent of the commisary of the Wagner company, were in the city on official

> with the Ohio Southern by which its freight trains can be run into Springfield, O. An Erie freight train yesterday used the Ohio Southern for such purpose. It is said the Erie will join with the Ohio Southern and erect a union depot at that point. John K. Cowen, the new president of th

> Baltimore & Ohio, has made himself popular at the cutset with newspaper men by announcing that he had set a time each day at which he would receive reporters and give them such information as they may ask as far as consistent with the interests of the company.

At Austin, Tex., yesterday, Judge Morris granted an injunction restraining the State railroad commission from operating its compress regulations. He finds that the commission has no authority to make such regulations because they are compress rates and not freight rates, such as the commission is authorized to regulate. But few are aware of the importance the

Santa Fe lines were to the Pullman Palacecar Company. It required 126 Pullman cars for its various lines, and gave employment in all departments of the service to nearly four hundred men. In addition, is stated that an average of forty private cars are handled on that system each month, the Pullman company furnishing the equipment.

A meeting of lines interested in Colorado business was held in Chicago yesterday at the office of Chairman Caldwell, the Denver & Rio Grande being represented. The meeting was informal in its nature and the old difficulty over Utah business, which has made so much trouble for the roads, was discussed. The best of feeling prevailed and the chances are now that the trouble will soon be patched up.

The new passenger engines which the Baldwin locomotive works are to build for the Baltimore & Ohio Southwestern are to have 20x24-inch cylinders and seventy-twoinch driving wheels. The driving wheels of the freight locomotives will be but fifty-six nches in diameter. The specifications call for the most modern and approved devices in the way of valves, lubricators, injectors,

R. G. Matthews, general superintendent of the Buffalo, Rochester & Pittsburg, re-tired on the 1st of the month, and a circular announces that his duties will be performed by George E. Merchant, assistant to the president. Mr. Matthews succeeded J. H. Barrett, who resigned to accept a similar position on the Cleveland, Akron & Columbus, he, too, retiring from that position on Feb. 1.

Last week the Chicago, Milwaukee & St Paul closed its freight agency at Buffalo and this week the Santa Fe will take a similar step. In speaking of this the Buffalo Courier says: "Whether the Western roads are preparing to close their freight agencies between New York and Chicago, cannot now be definitely stated, but some recent events are calculated to make their representatives in Buffalo very uneasy. While it may not be a positive indication of such a policy, the fact that two agencies here have been ordered abolished, is significant, and not likely to contribute much comfort to men who may suddenly find themselves out of employment."

COTTON DRESS GOODS.

They Are Already Displayed in the New York Shops.

zil, from the fact that all the coal, princi-In January prepare for June, is the suggestion of the large shops as they cover their counters with cotton dress goods at the beginning of the year. The newest things are mostly variations on those of last year-a very safe plan for both mer-chant and buyer. Grass linens will prevail, as they did last summer. The most expen sive of these cool fabrics (costing \$1.50 a yard) have stripes of metal woven in them, edged with colored lines of bright threads. Whether this is wise or not remains to be seen, as most such gilt tarnishes, and is certainly not cool-looking; but then it is Persian, and they find favor. Others have very delicate stripes of silk, pale falence blue or green with faded rose, and are open this road has occasionally gotten a small to the same objections-can only be used for rather extravagant gowns made over silk, and always require a professional scourer to renew their freshness. Simple grass cloths have twilled stripes and dots of white or colored linen, exceedingly pretty and durable, and others more elaborate come in box dresses, with the skirt and waist trimming most decoratively arranged, with bits of lace in some quaint motif, or in conventionalized flowers, butterflies, or winged dragons, with bands of insertion down the skirt or around it, as one pleases. These are not confined to ecru shades, but are in linen batistes of blue shades, porcelain green, and rose tints. Colored piques and ducks will be worn by those who prefer thick cotton fabrics for the seashore or mountains. Some of the prettiest of these have small embroidered blossoms, as if brocaded among the thick reps. Others have narrow stripes of color in very effective contrasts; thus a gray repped pique has hair lines of pink and yellow, or a tan ground has peacock blue and rose stripes. Other piques, and ducks as well, have blue grounds with small stars of white or dots of red on their surface. More delicate grounds of mignonette green or of tan or eeru have white figures, lines, stars and spots. But the coolest-looking of all are the white ducks with dots or small crossbars of blue, red or brown in clear contrast. Kindred fabrics, out much lighter, are cotton cheviots and Madras cloths very lightly woven, yet opaque and of good body, and admirable for shirt wassts that are to endure hard wear, and for the simple "housemail gowns" with shirt and skirt, which tailors make year after year for coarding-school girls and very young women. The finer qualities of Madras come in many pretty checks and stripes of black on white that may be worn by any one whose clear complexion will permit, but which are particularly welcome to those dressing in slight

The Captain's Wife.

Philadelphia Record. "Do you know," said a prominent shipping man, who had been discussing the St. Paul disaster with a party of friends, "that it is a rule with the big transatlantic steamship companies that the wife of a captain shall not travel in his ship? It's a fact. The company strongly prohibits its captains from taking their wives aboard with them. The supposition is that if anything should happen to the ship the cap-tain, instead of attending to his public duty, would devote his attention mainly to the safety of his wife. So that if the wife of a captain wants to go abroad she must take passage in some other vessel. This rule also holds good in many of the freight

No Safer Remedy

TIMES-HERALD PRIZE POEM IS A BOLD BIT OF PLAGIARISM.

In freight circles a belief prevails that, in due time, President Ingalis will extend the Indianapolis Received the Award-Verses Identical with Those of Benjamin F. Taylor.

The Journal yesterday morning printed a written by Miss Mamie Buchner, of this burg & Western, has resigned to accept a city, in a prize contest for the best poem on "The Dream City," offered by the Chicago Times-Herald. The poem is a bold bit of plagiarism, as it was written by Benjamin Franklin Taylor, who was born in Lowville, N. Y., in 1819, and died in Cleveland Feb. 24, 1887, and who was at one time a resident of Chicago. The name of the poem by Taylor is "Fort Dearborn, Chicago," and appears in a book of his complete poems, page 236, published by S. C. Griggs & Co., Chicago, 1886. There is much in the original that is admitted in the copy, and in the latter the name Caesar is used instead of Kaiser. Miss Buchner is a young girl of only twenty, slight in form, with dark hair and eyes. She claims that Ohio Southern to look after its coal traffic, the poem is original with her, that she never saw it before or anything like it, that she has been at work for some time on it. She said she saw the offer of the Times-Herald last month for the prize, and thought she would try for it. She has never written anything before that has been published. When she was asked how much she had received for the poem she said that she had only been notified that land, Ore., next May. The limit has not yet | she had received the prize, but has not received any money. She seemed quite composed about the matter of receiving the prize, and her father, who was Mr. Peirce has been using the old private present, offered the explanation that she car of the Indiana, Decatur & Western since | had written the poem in his office, where she is the bookkeeper, on the letter heads of the firm, and that is how the address appears 62 Virginia avenue, when her residence is No. 267 Prospect street. The family assisted her somewhat in what The Erie people have made arrangements | for a definition for dictation, he said "just helped her." The original poem by Taylor reads:

Born of the prairie and the wave, the blue sea and the green A city of the Occident, Chicago lay be-

Dim trails upon the meadow, faint wakes upon the main On either sea a schooner, a canvas-covered saw a dot upon the map, and a housefly's filmy wing, They said it was Dearborn's picket flag, when wilderness was king.

I heard the reed bird's morning song, the Indian's awkward flail, The rice tattoo in his rude canoe, like cash of April hail, The beaded grasses rustling bend, the swash of the lazy tide, Their ships shake out the salted sails and navies grandly ride.

heard the blockhouse gates unbar, the column's solemn tread; saw the Tree of a single leaf its splendid foliage shed; To wave awhile that August morn, above the column's head heard the moan of muffled drum-the woman's wail of fife, The dead march played for Dearborn's men, just marching out of life. The swooping of the savage cloud, that burst upon the rank,

And struck it with its thunderbolt in forehead and flank; The spatter of the musket shot, the rifle's whistling ring-The sand hills drift round hope forlorn that never marched again!

And this is Miss Buchner's "original" Born of the prairie and the wave-the blue

sea and the green, A city of the Occident, Chicago, lay be-Dim trails upon the meadow, faint wakes upon the main, On either sea a schooner and a canvascovered wain. heard the reed bird's morning song, the Indian's awkward flail, The rice tattoo in his rude canoe like a dash of April hail; The beaded grasses rustling bend the swash

of the lazy tide, Where ships shake out the salted sails and navies grandly ride. I heard the blockhouse gates unbar, the column's solemn tread, I saw the tree of a single leaf its splendid foliage shed, To wave awhile that August morn above the column's head;

I heard the moan of muffled drum, the woman's wail of fife, The dead march played for Dearborn's men just marching out of life; The swooping of the savage cloud that burst upon the rank, And struck it with its thunderbolt in forehead and in flank; The spatter of the musket shot, the rifle's whistling rain; The sand hills drift 'round hope forlorn

that never marched again. Another verse by Taylor: 'I found a Rome of common clay," imperial Caesar cried; I left a Rome of marble," no other Rome The ages wrote their autographs along the sculptured stone, golden eagles flew abroad, Augustan splendors shone. They made a Roman of the world, they trailed the classic robe, And flung the Latin toga around the naked

"I found Chicago wood and clay," a mightier Kaiser said, Then flung upon the sleeping mart his royal robes of red;

The temple, dome and colonnade, and monument and spire, Put on the crimson livery, Kaiser Fire. The stately piles of polished stone were shattered into sand, madly drove the dread simoom and snowed them on the land, And rained them till the sea was red and scorched the wings of prayer; Like thistle down, ten thousand homes went drifting through the air, And dumb Dismay walked hand in hand with frozen-eyed Despair.

Miss Buchner: I found a Rome of common clay," imperial Caesar cried; I left a Rome of marble." No other Rome He made a Roman of the world! He trailed the classic robe. And flung the Latin toga around the naked

"I found Chicago wood and clay," a mightier Caesar said. Then flung upon the sleeping mart his royal And temple, dome and colonnade, and monument and spire, Put on the crimson livery of the dreadful Kaiser, Fire. The stately piles of polished stone were shattered into sand, And madly drove the dread simoon and spread them on the land, And rained them till the sea was red, and scorched the wings of prayer, Like thistle down ten thousand homes went drifting through the air.

By Taylor:

Chicago vanished in a cloud-the towers were storms of sleet, Lo! Ruins of a thousand years along the spectral street! The night burned out between the days, the ashen hoar frost fell, As if some demon set ajar the bolted gates And let the molten billows break the adamantine bars, And rolled the smoke of torment up to smother out the stars! The low, dull growl of powder blasts just dotted off the din. As if they tolled for perished clocks the time that might have been! By Miss Buchner:

Chicago vanished in a cloud-the towers were storms of sleet. The wraith of death soured upward in a crimson winding sheet; The night burned out between the days, the ashen hoar frost fell As if some demon set ajar the bolted gates And let the molten billows break the adamantine bars. And roll the smoke of torment up smoother out the stars. Men' stood and saw their all caught up in No mantle falling from the sky they ever thought to claim: And, empty-handed as the dead, they turned away and smiled. And bore a neighbor's household goods or

They had that day the right of way-gave every steed the reins The minutes came, the minutes went; the miles fied just the same, And flung along October night their starry flags of flame! They were all angels in disguise, from hamlet, field and mart; Chicago's fire had warmed the world that had her woe by heart.

Sometimes' there are lines omitted from

the original, at one time twenty-one, once

twelve, once one, reducing the original about one-third. Inasmuch as the poem was printed ten years, in Chicago and was about Chicago, it would seem that while the committee of judges was capable of judging the merits of a poem, they were scarcely wise enough poem of "Chicago" purporting to have been | to be selected for the work. The joke seems clearly to be on the Times-Herald and the money should be paid to Miss Buchner for selecting and offering so good a poem, even if not original.
Dr. S. H. Moore, who first detected the plagiarism, is a great admirer of Taylor's writings, and is so familiar with his poems that he can quote stanzas from many of them. "It is surprising to me," he said, "how any Chicagoan, and especially newspaper editors, could be 'taken in' so completely. Mr. Taylor's 'Fort Dearborn, Chicago' was written less than two years after the great fire, and was, I think, read at commemoration and jubilation exercises held in the reconstructed city on Oct. 8, 1873, the second anniversary of the destruction of the place by fire. It was, I believe, printed in all the Chicago newspapers at the time."

The Armenian Matter.

Washington Post. From the very beginning the Post has adhered to the opinion that the Armenian troubles amounted to nothing more than a political outbreak. They have developed features of appalling barbarity, to be sure, but that was to have been expected of a savage people. We have seen absolutely nothing, however, to warrant the theory of religious persecution or to justify the charge that the Sultan ordered or even winked at the so-cailed massacres. Our own government has, at different times in the past, been unable to prevent the slaughter of Indians, Chinese, Italians, negroes and other victims in remote parts of the country, yet no one thought of denouncing its head as a savage monster, and no European power talked of making war upon us in consequence. The whole thing is a foolish outery, of which, some day, we shall be heartily ashamed.

Teaching Temperance. New York Commercial Advertiser. There is one fact of great importance. In the past century, in the past half century, there has been a remarkable diminution of drunkenness. The activity of temher father termed "dictation." When asked perance societies and the ereation of a one senument, the use of moral su have been the only means to effect this great change. In States where prohibition laws have been enacted there has been no acceleration of progress in temperance and sobriety. There is no reason to think that a law to which practica, teachers object, and which has not the approval of teachers of physiology, will advance the cause of temperance. The worst effect of all laws of this kind is to paralyze personal effort, leading people to trust to laws rather than to such personal effort.

Love Turns His Back On slovenliness as regards the teeth. Keep them pure, all ye who wish to be beloved and caressed. Sozodont is unequaled as a means of whitening, polishing and preserving them.

Let The Whole World Know The Good Dr. Miles' Heart Cure Does



EART DISEASE, has its victim at a disadvantage. Always taught that heart disease is incurable, when the symptoms become well defined, the patient becomes alarmed and a nervous panic takes place. But when a sure remedy is found and a cure effected, after years of suffering. there is great rejoicing and desire to "let the whole world know." Mrs. Laura Wineinger, of Selkirk, Kansas, writes; "I desire to let the whole world know what Dr. Miles' Heart Cure has done for me. For ten years I had Heart Cure pain in my heart, shortness of breath, palpita-Restores tion, pain in my left side.

oppressed feeling in my Health.... chest, weak and hungry spells, bad dreams, could not lie on either side, was numb and suffered terribly. I took Dr. Miles' Heart Cure and before I finished the second bottle I felt its good effects, I feel now that I am fully recovered, and that Dr. Miles' Heart Cure saved my life."

Dr. Miles' Heart Cure is sold on guarantee that first bottle benefits, or money refunded.

PENNSYLVANIA THE SHORT LINE

And the only line running four solid trains between Indianapolis and Louisville on quick schedule.

Leave 14th street. Union St'n 7.13 am 7.27 am Indianapolis... \*3.45 am Indianapolis... \*8.10 am 11. 6 am 11.50 am Indianapolis... +3.00 pm 6.13 Indianapolis... +4.45 pm 7.31 \*Daily. +Daily, except Sunday. Direct connections are made in Union Passenger Station, Louisville, Ky., for Atlanta, Ga, and all points For full information regarding tickets and sleeping car space, call on agents, No. 48 West Washington street, No. 46 Jackson place, Union Station, or address Gr.O. E. ROCKWELL, D. P. A.

Vandalia Line for Evansville, Ind.

NO TRANSFER.

Leave Indianapolis Daily-7:30 a. m., 8:10 a. m., 12:40 noon, 11:20 p. m. Direct connections made in Terre Haute Union Station with all E. & T. H. trains, Through sleeper on 11:20 p. m. train, open every night at 8:30.

Ticket Offices, No. 48 West Washington street, No. 46 Jazikson place, Union Station, GEO. E. ROCKWELL, D. P. A.

PHYSICIANS.

DR. C. I. FLETCHER,

RESIDENCE—585 North Pennsylvania street.

OFFICE—369 South Meriulan street.

Office Hours—9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m.

Telephones—Office, 9.7; residence, 427. Dr. W. B. FLETCHER'S SANATORIUM. For Treatment of

124 NORTH ALABAMA ST. Dr. J. A. Sutcliffe, SURGEON.

Nervous and Mental Diseases.

OFFICE-\$5 East Market street. Hours-9 to 10 2 m.; 2 to 3 p. m.; Sundays excepted. Telephone, 941. Dr. Sarah Stockton,

227 NORTH DELAWARE STREET.

DR. REBECCA W. ROGERS. Diseases of Women and Children. OFFICE-19 Mar on Block. Office Hours-9 to 12 a. m.; 2 to 5 p. m.. Tel. No. 1763. Sundays-4 to 5 p. m.. at residence, 209 Broadway. Residence Tel. No. 1631. DR. LUELLA SCHNECK. 701 Capitol Avenue.

OFFICE HOURS-10 to 12 a. m.; 2 to 4 p. m.

The largest piece of good tobacco ever sold for io cents

The 5 cent piece is nearly as large as you get of other high grades for 10 cents

THE MOELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

Steam, Water Goods.

Snew Steam Pumps, Kill Supplies. 62 & 64 West Maryland Street COPY OF STATEMENT OF THE CONDITION

Germania Fire Insurance Company

On the 31st day of December, 1895. Located at Nos. 62 and 64 William street, New York. HUGO SCHUMANN, President. CHARLES RUYKHAVER, Secretary.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS: 2,688,200.23 Debts otherwise secured.....

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct conv of the statement of the condition of the above-mentioned company, on the 3ist day of December, 1895, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seal, this 29th day of [SEAL.] January, 1896.

A. C. DAILY, Auditor of State.

COPY OF STATEMENT OF THE CONDITION

Amount necessary to reinsure outstanding risks .....

OF THE STANDARD LIFE AND ACCIDENT INSURANCE CO

On the 31st day of December, 1895. Located at No. 120 Griswold street, Detroit, Michigan. SIEWART MARKS, Secretary, D. M. FERRY, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand and in the hands of agents or other persons. Sonds owned by the company, bearing interest at the rate of 4, 436, 5 and 6 per cent., as per schedule filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is 214,000.00 mortgaged, and free from any prior incumbrance..... 256,672.01 osses adjusted and not due..... \$117,990.63 All other claims against the company

Amount necessary to reinsure outstanding risks 63,102,35

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby cartify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 3is: day of December, 1895, as shown by the original statement, and that the said original statement is now on file in this office. In testimony whereof, I hereunto subscribe my name and affix my official seal, this 29th day of muary, 1806.

The greatest amount in any one risk, \$29,000.

atest amount in any one risk, \$50,000.

COPY OF STATEMENT OF THE CONDITION

OF THE

LIFE INSURANCE COMPANY

On the 31st day of December, 1895. Located at Nos. 921-3-5 Chestaut street, Philadelphia, Pa.

HENRY C. BROWN, Sec. and Treas. EDWARD M. NEEDLES, President. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, in banks and trust companies, and in the hands of agents or other persons,...... Real estate unincumbered, including name calce.

Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, 

7,842,155.25 which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured, being loans on collateral.

Debts for premiums—premium notes, loans on policies, etc 11,2:83)8.61 2,570,242,18 All other securities..... 1,047,731.50 LIABILITIES. Aziount necessary to reinsure outstanding risks, at 4 per cent. 23,716,121.00

State of India na, Office of Auditor of State: I. the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the stat in int of the condition of the above-mentioned company, on the 31st day of December, 1835, as shown by the original statement, and that the said original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my official seat, this 27th day of [SEAL.] January, 1866.

A. C. DAILY, Auditor of State.

Sunday Journal, by Mail \$2a Year

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